

HOW WOULD STAR PLAYER LIKE UNION SCALE, ASKS BAN JOHNSON

[Republican A. P. Leased Wire]

NEW YORK, Jan. 16.—Affiliation of the Baseball Players' Fraternity with the American Federation of Labor would not prevent many systems in professional baseball from existing in which the best players now receive thousands of dollars for their work, in the opinion of President B. B. Johnson of the American league, who discussed here today the plan to unionize ball players. He asserted that changing would mean that a uniform scale of wages would be paid both to the star and the average player in accordance with the amount of money his position called for. He doubted if the stars of the game would make such an agreement.

President Johnson recanted that in the old National League wages were standardized when owners found it difficult to pay the same amount to some players received years ago. Under the plan at that time, President Johnson declared, outfielders received a certain sum and infielders it was agreed were to receive another amount. President Johnson said he was unwilling to believe that present day ball players, drawing large salaries, would be content to equate their earning abilities with players who just manage to hang on to the minor leagues.

President Johnson said he hoped Samuel Gompers would first consult with his associates before taking up the proposal seriously, adding that the American league never has been antagonistic to the American Federation of Labor.

Dave L. Fultz, president of the Baseball Players' Fraternity, told at February 26 as the date the players' strike is likely to become effective.

The Chicago National League players have been instructed to report in Chicago on that date to make the trip to their training camp at Pasadena, Calif., said Mr. Fultz. "If the present baseball tangle is not straightened out by that time, however, not one of the 18 leading members of the team will move. The other clubs who have un-signed fraternity players will be up against a similar situation when they order mobilization at the training camps. The players simply will not budge."

Mr. Fultz said the decision to join the American Federation of Labor came after reports from President Johnson of the American League that the fraternity would consider that players who are active in the fraternity must sign up the order he got out of his league.

"We needed something to bulk us up, and there seems no doubt that affiliation with the American Federation of Labor will prove a great benefit," continued Mr. Fultz. "I believe such affiliation will strengthen us sufficiently to turn the requests we now ask for without causing this strike into the season. I do not believe the club owners will want to antagonize the federation as baseball is largely a workingman's sport, especially in the western cities, which are uninformed more strongly than the east. It would

LYAUTY FRANCE'S NEW WAR MINISTER



General and Mme. Lyautey.

General Lyautey, former governor of Morocco, is France's new war minister. He was one of the delegates to the recent allied conference in Rome. The only other French representative at the meeting was Premier Briand.

PETEY DINK — Petey's Mind Is Still Intact, but He Was Scared for a Minute



NEW PRESIDENT OF NAVAL WAR COLLEGE



Capt. W. S. Sims.

Capt. W. S. Sims, recently in command of the battleship Nevada, will succeed Rear Admiral Knight, as president of the Naval War College at Newport. Knight has been designated by President Wilson to command the Asiatic fleet. Captain Sims will be promoted to rear admiral.

BITS OF SPORT

News of Interest to Coyotes.

By Louis Hart.

The Juniors-Freshman game was called yesterday on account of rain but the battle will rage tonight at Folk street grounds for the school title. The Freshmen have taken the school by storm so far.

Armitage Mead came in contact with the Indians yesterday. He was checking his boat for damage the Indians offered to clean in his motor boat. If the dreadnought Arizona was on the high school campus she would float gravely.

Dan Hultz said that it won't be long before the state will charge a dollar tax for horsepower on bicycles. Listen Then you will hear the horse laugh.

Mr. Stone, while discussing the terms of war, asked Miss Turkey what Indian would confront Europe. She reluctantly replied: "They will be confronting a 'grave situation.'

The most common speed limit on the campus is 10 miles per hour.

Mr. Elliott asked: "What why is it that the Indians does not strike twice in the same place?" Chet—"Why, it never needs too."

Mr. Cook, while trying to get orders in assembly asked the students to be as still as the 10 could be heard. If dropped. Silence prevailed over the assembly then a small freshman cried, "Drop it."

Pinney was telling the joke that happened to him on the "special" going up north. The water entered the cistern with a big splash and spewed the grubs all over Edie's new suit. He was all "dotted up" as the train was nearing a station. Edie gave the water王者 in concern. She looked calmly replied, "Don't worry, that is what I wanted to do."

The noon-day sport about the campus is cleaning the mud off your shoes.

There is one thing about P. H. S. and it is this: The grass is always neatly cut and the yard is clean enough to eat. Commendation goes to Tom Teal who is always on the job.

The only thing to worry about in class is the guy who sits behind you. He continually shoves his shoes on your coat tail. Dugme him.

It's all right to smoke once in a while, but it's a blunder of a note for some toots to etch salutes and "regret" in somebody else's pocket.

Jooh—Up an alley with you.

Those swelled up contestants can be seen about the campus, laying over what wonderful ball players they are. It would not be so bad but it is the first time they ever saw into a high school in their lives.

Miss Whifford is still bewailing the fact that her picture appeared in the paper. It is going to be hard with the cub to run it very often.

Akers, the boy orator from "Zapata City" will amuse the S. A. B. veterans next Monday afternoon with fine words with make them believe that he is the only one who can see that they award the winner in the contest.

The band and orchestra are still in

MITCHELL WINS ON POINTS OFF WELSH

[Republican A. P. Leased Wire] MILWAUKEE, Jan. 16.—Ritchie Mitchell, Milwaukee lightweight, defeated Champion Freddie Welsh on points in a ten round contest here tonight, sporting writers agreed.

Welsh had tactics brought a resounding knockout, but the Englishman during the bout, however, crossed his right hand effectively.

After the bout Harry Pollock, manager of Welsh, claimed Welsh was handicapped by a bad cold.

Mitchell weighed 135½; Welsh 140.

BILLIE MISKE WINS FROM JACK DILLON

NEW YORK, Jan. 16.—Billie Miske of St. Paul, outfought Jack Dillon of Indianapolis in a ten round bout in Brooklyn tonight. Miske has the better of every round except the seventh in which Dillon held him even. Miske weighed 145½ pounds and Dillon 172. Dillon started with a rush, but his opponent was too fast for him. Miske frequently beat him to the punch. Miske's superior hold in the ninth after receiving a hard right to the jaw.

Miske injured his left hand during the contest.

SPECIAL KISSELKAR FOR LOCAL BUYER

The New York and Chicago auto shows have nothing on Phoenix when it comes to the Kissel Auto Co., which received three car loads of Kissel Kars, three four-passenger roadsters and the balance were 16 Point Kissel Sixes. The three four-passenger roadsters are without doubt among the most beautiful cars ever shown here. One of the roadsters was ordered in special colors for Mrs. Barry Goldwater, who carried wine cooler with the very famous matching amber finish. Another is of French grey with white wire wheels for Mrs. Lattingdon, also with the fine upholstery and finish that is making the Kissel Kar one of the finest on the market.

G. H. Rothen and A. B. Smith, owners of the Kissel Auto company, are two of the providers in Phoenix when showing the most modern and both quiet and rapid at the new four-passenger roadster finished in lavender with the same colored wheels.

This is really a good example of the artistic work of Kissel. "He is a good man with the mechanical part of a car but can show that he is as well a designer," Smith, who knows more about automobiles than some of the manufacturers themselves says. "In mechanical construction the Kissel Kar is a winner. It has stood the rigid test of demonstration and competition with other makes for more than a year. It has won out." Both men say the Kissel Kars of the same design as those received here yesterday, in different colors and an "All The Year Around" car are being shown at the eastern shows.

school and will give a concert soon. Music was given for and will be here shortly. Miss Vinter says that we have the best music combination in town. Watch it grow.

Coach Parker is one of the best baseball coaches who has ever appeared on the local diamond, but a few thick headed seniors do not feel that opinion and tried to give him a black eye before he ever had a chance to show what he really can do. Parker is here and will put the U. S. Army on the map. Watch and see.

Remember the first game, the 27th, which will be a wild Saturday.

The seniors called off the other two games for the team. The big game being near, it was thought advisable to call the game off to the school would be united. The class spirit has been killed and the school is acting as one. The championship looks favorable.

Next week we set some exams. The semester ends. Church sure will be out for many of us.

Class meetings Monday. Since Jewett left the school, should a senior class president be elected? Bah!

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SAND AND GRAVEL IN ROAD CONTROVERSY

A controversy concerning the proper method of selling sand and gravel has arisen between purchasers and producers of such materials and draws attention to the magnitude of the business. While there is no complete collection of figures regarding this industry, the U. S. Geological Survey compiled some statistics from the large corporation of the producers and these show that in 1915 there was sold about 28,500,000 tons of sand at about \$13,500,000 and nearly 28,000,000 tons of gravel at about \$39,000,000. All

though a large part of the gravel was used for road building, railway companies took large quantities for ballasting their tracks and a large quantity was required for concrete and building purposes, so it is impossible to do better than to guess what proportion went into the highway and how much into the construction of buildings. In the case of sand, it is known from the way the records were obtained that about 2,000,000 tons of sand worth \$1,077,000 were used for paving purposes. The controversy between purchasers and producers to which attention was called is due to a desire to change the method of selling sand and gravel. It is now sold mostly by the cubic yard as usually measured by the producer in the wagon in which it is transported to the purchaser. There is a good deal of uncertainty as to the capacity of these wagons, because no two men will load a wagon with the same amount of sand or gravel.

A change is not essential to many purchasers. They contend that sand and gravel from different sources have different weights and point in favor to figures of the U. S. Geological Survey giving the average weight of a cubic yard sand as anywhere from 2,500 pounds for Pennsylvania sand to 2,750 pounds for Washington sand, and from 2,650 pounds for Florida and Pennsylvania gravel to 2,950 pounds for Washington gravel. The U. S. Geological Survey dried samples of Washington sand and weighed them to find their specific weight at 2,500 pounds. A large amount of sand is cheap when sold and the nominal weight of a cubic yard of such material.

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By C. A. VOIGHT